

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/04/2022

Fly Leaf No. 04/2022

Attention..... LPs, LP (shunting), ALPs & LIs

In the beginning of year 2022-23 within 26 days 6 SPAD cases happened on Indian Railway including one in South Central Railway. Brief particulars of cases are given below:

- 1) On 21.4.2022 at BINA JN of BPL division of West central Railway, LP of Train No. 00654 parcel special, Loco No. 33501 passed intermediate routing Home signal S-90 at 'ON' position at about at 08:18 hrs . Train stopped at platform No. 5 at Starter signal.
- 2) On 21.04.2022 at 17.25 hours at Sagoni (SAO) Station of JBP division of West Central Railway, Dy.SS Ratangaon reported that LP of Train No. APLS/N informed on walkie talkie that train is out of control. Train passed from Sagoni Station at about 17:28 hours and stopped at km.1165/5 between Sagoni – Golapatti stations after passed up Starter & Advance Starter signal of Sagoni station at "ON" position.
- 3) On 30.04.2022 at ADH Station of BCT division of Western Railway EMU local Train No. AD-90987 (Rake no. 5289-5290), Train Stopped on DN local line between VLP-ADH after passing ADH S-27 Signal at danger and train again started and stopped to see the point position. at about 19:54 hrs on 30.04.2022. Informed to Dy.SS/ADH. After arrival of ADH/DYSS, Measurement was done, train stopped after passing 300 sleepers. Train started from site at 20:09 hrs at ADH PF3 arrived at 20:10 hrs. Fresh Motormen and Guard provided.
- 4) On 02.05.2022 at ESV station of GTL division of South Central Railway LP of DEMU Train No.07800, approaching UP M/L Starter No. 3 at ESV Station passed the signal at "ON" at 10:23 hrs by 110 meters and stopped.
- 5) On 04.05.2022 at Lalithpur Station of JHS division of North Central Railway, Train No.JAB/goods train passed DN Main line Starter S-4 in "ON" aspect at 08:28 hrs and DN Main line Advance Starter S-16 at "ON" aspect at 08:28:58 hrs.
- 6) On 07.05.2022 at 22:23 hrs at KRJN Station of EDFC division of DFC Railway, Train No. UP SOG Goods train passed UP Home signal of KRJN station at "ON".

To prevent reoccurrence of similar accidents, modified 32 point action plan to avoid SPAD issued by PCEE is reiterated below:

1. LP and ALP to have completed rest before sign-on.
2. LP and ALP to have proper road learning of the section.

3. LP and ALP to undergo BA test during sign-on and sign-off.
4. LP and ALP to correctly identify their signal and call out the signal aspect loudly with gesture. Right hand side signals to be repeated so, specifically.
5. LP and ALP to continue watching signal and take action accordingly, till they arrive close to signal.
6. LP and ALP to call out Danger signal repeatedly till the foot of signal. LP to keep his train well under control to stop short of upcoming signal at Danger.
7. ALPs to stand up and put right hand on emergency brake handle/RS valve while passing any signal at Caution aspect, and repeat the upcoming danger signal continuously with speed till train stops at the foot of the danger signal
8. ALPs to be trained in applying emergency brakes whenever required. ALP to apply EMERGENCY BRAKE, if actual distance of signal is becoming equal or less than EBD or train speed is more than the distance available for emergency braking.

EBD for BOXN HL Loaded 59+1 at various speeds															
EBD (Mtrs)	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5
	1575	1400	1225	1050	900	750	625	500	400	325	250	175	125	75	30

9. LP to act purely accordingly to the aspect of the signal given to him, and not to presume any other things. He is to follow "Signal & only signal", nothing else.
10. LP to conduct Brake Feel Test, Brake Power Test and Brake Continuity Test, wherever applicable.
11. LP not to have over-confidence regarding brake-power of his train.
12. LP and ALP not to use mobile phone from sign-on to sign-off.
13. LP and ALP not to take instructions regarding signals on walkie-talkie.
14. LP and ALP not to bypass VCD and inform TLC for bypassing VCD in case of malfunctioning of VCD.
15. LP & ALP not to indulge in writing memo book, log book, pack belongings etc. in the face of stop signals, and at neutral section, do not go to rear cab or machine room
16. LI to monitor engineman ship of his LPs more closely and bring out his weak-areas for improvement. No LP to be left overdue for monitoring.
17. LPs and LIs to highlight any signal visibility problems immediately for rectification.
18. Signal Sighting Committee's recommendations to be implemented.

19. LIs to conduct ambush checks with speed guns and portable BA equipment, during day and night.
20. Sigma Boards to be provided before stop signals to help in foggy weather etc.
21. Recommended facilities to be provided in Running Room and quarterly inspection of RRIC under ADRM, should be conducted and its recommendations to be implemented.
22. Power officers to regularly check all LI's diary once in a month and take efforts to improve weak drivers.
23. Performance of LPs in training school and simulators also to be watched.
24. SPM/CUG mobile data of LPs to be analysed by LIs regularly.
25. LPs are counselled about poor brake-power and quick release of brakes in BOXN HL and BCNHL rakes with BMBS and twin pipe.
26. LPs not to allow unauthorised person in cab and all persons in the cab are prohibited to speak on mobile phone.
27. While approaching danger signals, use of only regenerative/Dynamic braking should be avoided. LP should use A-9 necessarily in case of trains and SA-9 in case of Light Engine(s).
28. Whenever trains are stopped at Stations / at foot of the danger signals, formation brakes should be applied with minimum reduction position of A-9 brake.
29. LPs to work from proper cab / right control stand while shunting and should not leave loco unmanned without proper securing.
30. While on run, observe signals and signals only. Do not deviate in any from the signal aspects. In case of any visibility problems or signal sighting issues record and report immediately to and same to be fed in CMS while signing OFF
31. Without passing aptitude test, LPs should not be utilized for DEMU/MEMU trains.
32. LPs to suitably reduce speed while passing signals at "Caution" aspect and be prepared to stop short of Stop signal at danger, as per GR 3.07. According to report of simulation conducted in simulator for different types of trains at ETTC/BZA, while passing signal at caution aspect, the speed of 60 Kmph for coaching trains and speed of 30 Kmph for goods trains has been found safe to stop train smoothly before stop signal on falling gradient of 1 in 150 or steeper.

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

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